

JPRS 77445

24 February 1981

# Worldwide Report

LAW OF THE SEA

No. 140



FOREIGN BROADCAST INFORMATION SERVICE

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24 February 1981

## WORLDWIDE REPORT

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# JAPANESE FISHERMEN FINED, BOAT, FISH FORFEITED

## Details on Trial

Victoria NATION in English 17 Jan 81 pp 1, 2

[Text] **T**HE CASE of the Republic of Seychelles v Mr. Hideo Kamiishi, captain, and Mr. Masayoshi Shosi, owner of the Japanese fishing vessel *Sumi Maru 25* caught fishing in Seychelles waters was adjourned once more yesterday afternoon (*See our issue of Friday*).

Captain Kamiishi and Mr. Shosi — who are represented by Mr. Jamshed Pardiwalla of Allied Agencies — have been accused on two counts of illegally fishing inside the Seychelles Exclusive Economic Zone (EEZ) and both have pleaded guilty.

The case opened on Thursday afternoon before Chief Justice Earl Seaton, with Mr. Danjhee appearing for the state.

Judgement and sentence were expected to be passed yesterday, but after the conclusion of evidence. Chief Jus-

tice Seaton adjourned the court until Monday morning when he said he would be ready to give his decision.

Seychelles has a 200-mile Exclusive Economic Zone which is constantly patrolled by ships and aircraft and the story of the case began on Friday afternoon, January 9th.

Pi'oi François Jackson and trainee pilot Gilbert Bouche-reau of the Fisheries Protection Unit were on a routine patrol in the Maritime Islander Defender aircraft when they spotted the *Sumi Maru 25* lying stationary about 280 kilometres north of Cosmoledo Island in the Aldabra Group. Having verified that the vessel was not on the list of foreign boats licensed to fish in Seychelles' Exclusive Economic Zone, the pilot photographed it and radioed his control centre in Victoria to verify its status in such a position. Back came the reply

that the *Sumi Maru 25* was not licensed to fish in the EEZ.

The aircraft then dropped a message to the vessel asking it to proceed to Astove Island. "We watched the crew pick up the message, but about five minutes later, the vessel began to move and accelerated in a northerly direction and opposite to the direction it had been ordered to proceed."

It was only 10 to 15 minutes later, after it had been ordered once more to proceed to Astove, that the vessel stopped, appeared to place a flag on a floating buoy, and then turned and proceeded to Astove. There, the captain and chief deck officer went ashore where they were questioned by officers of the protection unit led by Captain Plowes, flown in specially from Mahé.

Meanwhile the patrol boat *Topaz*, under the command of Captain Paul Hodoul was leaving Port Victoria under orders to proceed to Astove and escort the *Sumi Maru 25* to port and deliver it into the hands of the police.

The two vessels entered harbour on Thursday morning and the accused appeared before Chief Justice Seaton in the afternoon of the same day. They waived their right to counsel and pleaded guilty.

The case then centred on the value of an estimated 90

tons of tuna found on board the arrested boat, the cost being claimed by the authorities for the arrest operation, the exact position of the boat inside the EEZ when discovered and the reason why it first steamed in the opposite direction when ordered to proceed to Astove.



## Final Verdict

Victoria NATION in English 20 Jan 81 pp 1, 2

[Text] **I**T IS the duty of owners of vessels to ascertain the marine laws of all states where their vessels operate... long distance fishermen must be aware of the regulations concerning the Exclusive Economic Zones of the area where they are fishing... one cannot simply turn a blind eye to these laws and plead ignorance and unintentional action.

This, in substance, is what Chief Justice Earl Seaton told Mr. Hideo Kamiishi, captain, and Mr. Masayoshi Shosi, owner, of the Japanese fishing boat *Sumi Maru 25* when he sentenced them yesterday on two counts of illegal fishing in Seychelles' Exclusive Economic Zone.

Both men -- the owner having as stand-in Mr. Jamshed Pardiwalla of Allied Agencies -- had pleaded guilty in this first case of marine law enforcement to protect the Republic's fish resources.

The Chief Justice sentenced Captain Kamiishi to a fine of R. 100,000 and Mr. Shosi to R. 500,000 or six months imprisonment each in default. The maximum fine is R. 750,000 each.

He also ordered that the vessel and some 90 tons of frozen tuna, which had been

valued at R. 810,000, be forfeited to the Government of Seychelles and that the owner pay the cost of the arrest and detention of the vessel.

The authorities had submitted a claim of R. 335,493 for the arrest and detention operation, which involved two patrol boats, the fisheries protection aircraft and two commercial light planes, but the judge ruled that some part of this should be borne by the Government.

In addition the owner has to pay the cost of harbour dues from the time the vessel arrived in Port Victoria until it was forfeited and for the repatriation of the 20-man crew. The accused have 14 days to appeal.

Chief Justice Seaton said he came to his decision after taking into account the nature, circumstances and gravity of the offence, the ability of the accused to pay and lack of previous offences.

The prosecution had told the court that although the *Sumi Maru 25* was the first to be caught, several foreign boats had previously been spotted fishing illegally. It asked for a sentence that would deter foreign vessels from fishing in the EEZ and encourage them to seek a licence from the Government, which costs R. 20,000 a month.

The case of the *Sumi Maru* 25 aroused national interest when it opened last Thursday and the Supreme Court was packed yesterday morning when it resumed after a weekend's adjournment.

The evidence of the case as it was presented in court and on which the accused have been sentenced, is that the *Sumi Maru* 25, an unlicensed Japanese fishing vessel of about 450 tons with a crew of 20 was spotted by a fisheries protection aircraft on routine patrol, some 50 nautical miles inside the EEZ to the northwest of Cosmoledo Island in the Aldabra group.

The pilot of the aircraft ordered the vessel to proceed to Astove Island for questioning but it tried to flee in the opposite direction and outside the boundary of the EEZ.

The plane flew low over it in order to make sure that it would proceed to Astove, which it finally did. There the captain and chief deck officer were questioned by officers of the fisheries protection unit flown in from Mahé, and the patrol boat *Topaz* was sent to escort the vessel back to Mahé.

Mr. Danjhee prosecuted for the state and the two accused — though given the opportunity to be professionally represented — chose to represent themselves.

CSO: 5200



## FISHERY INDUSTRY URGES JOINT VENTURES IN ZONE

New Delhi PATRIOT in English 9 Jan 81 p 5

[Text] In harvesting the fish catch prospects in the country's exclusive economic zone, the Association of Indian Fishery Industries has suggested that large houses be invited by Government to play an important role in this industry, along with the public sector, as the magnitude of the investment needed was large.

Talking to newsmen on Wednesday, federation president N. P. Singh said joint ventures could be entered into with the advanced fishing nations.

The Indian fishing industry was facing a major operational hurdle due to the high price of diesel, he said, and asked for relief to meet the hike in HSD price. Fuel accounted for 50 per cent of the operating cost of trawlers, he explained.

Because of the many constraints and the absence of policy guidelines no investments had been made in the fishery industry in the last three or four years, Mr Singh said.

He said India had only 60 deep-sea going trawlers as against Thailand's 6000 and Japan's 10,000 when the volume of fish catch of a country was crucially dependent on the size of its fleet.

From marine products the country earned about Rs 250 crore in foreign exchange but in the current year exports were expected to fall by 25 per cent, he said.

The position could be set right by exploiting the exclusive economic zone which had a harvestable potential of four million tonnes annually.

CSO: 5200

## CONCERN SHOWN OVER DROP IN MARINE PRODUCT EXPORTS

Calcutta THE SUNDAY STATESMAN in English 18 Jan 81 p 3

[Text] The Marine Products Development Authority, a Government of India undertaking, has expressed its concern at the drop in the country's marine products exports in 1980 by 17.4% compared to the preceding year. The volume of the exports during April-November period 1980 was 46,923 tons, against 56,838 tons during the same period year before.

The value of exports fell by 16% to Rs 144.9 crores during the period under consideration in 1980, against the same period in 1979. The unit value of realization, however, increased from Rs. 30.3 a kg in 1979 to Rs 30.8 a kg in 1980. The MPDA, it is learnt, has convened a meeting of the fisheries department of different State Governments to evolve measures for raising the export.

It has been found that indiscriminate growth of small mechanized boats in the Kerala coastal area has resulted in an over-exploitation of the shrimp resources there. This has led to reduction in the volume of the catch and the size of the shrimp has also gone down. At the same time, there are many areas along the eastern coast where good shrimp grounds exist, but there is not much of activity by the mechanized boats.

It is felt that restrictions will have to be imposed on the use of too many mechanized boats in the over-exploited Kerala coastal waters and infra-structural facilities will have to be arranged simultaneously for increased shrimp catching in the under-exploited eastern coastal waters. Arrangements for intensive shrimp culture in the brackish waters will have to be made for this purpose.

Official sources say that although the Centre decided earlier to introduce 350 deep sea vessels, nothing much could be done about it because of the high cost of fuel. The expenditure on fuel is said to be about 60% of the operating cost of the vessels. In the circumstances, the Government will have to subsidize the fuel cost, if the vessels are to operate economically in the deep seas.

The annual fish production in India, including those of marine and sweet water, is estimated to be 2.5 million tons. The country's annual marine fish production is 1.4 million tons. The annual world production of fish is estimated to be 70 million tons. India's share is less than four per cent of the world fish production, it is stated.

CSO: 5200

## OCEAN RESEARCH VESSEL TO BE COMMISSIONED IN 1982

Calcutta THE STATESMAN in English 13 Jan 81 p 7

[Text]

NEW DELHI, Jan. 12.—India's first ocean-going research vessel, required from West Germany, is to be commissioned in mid-1982, reports PTI.

Department of Science and Technology sources said that the vessel was proposed to undertake a thorough survey of the exclusive economic zone extending up to 200 miles from India's coastline.

It is also proposed to acquire a fishery and oceanography research vessel for the development of living resources of the sea, and a geo-technical ship for deep diving in the continental shelf, sources said.

Motor launches for research in coastal and inshore areas are also to be introduced during 1980-1983, according to the DST. It said that

with the acquisition of these facilities, "rapid acceleration in the survey, assessment, and consequent exploitation of resources is planned."

The research priorities and the cruise programme of these national facilities will be drawn up by the standing committee of the Ocean Science and Technology Agency.

The research and development survey work will be done by national agencies like the Geological Survey of India.

The OSTA's standing committee has already identified seven priority areas, including sea bed exploration, for living and non-living resources, oceanography, coastal improvement programme and marine technology development.

CSO: 5200

## NAVY FEELS INDIA 'ROBBED' OF SEA RESOURCES

Calcutta THE STATESMAN in English 4 Dec 80 p 16

[Article by Nirmalya Banerjee: "India Being 'Robbed' of Sea Resources"]

[Text] **Calcutta**, Dec. 3.--Naval circles here feel that the Indian Navy must expand **rapidly** to equip itself for the task of defending the country's coastlines and her off-shore economic wealth. It is felt that the country is being "robbed" of her sea resources by foreign Powers.

Vice Admiral M. K. Roy, Flag Officer Commanding-in-Chief, Eastern Naval Command, said that the importance of the Navy had increased considerably following the recent Laws of the Sea Conference, held under the auspices of the United Nations. According to the terms of the agreement of the conference, the concept of the Exclusive Economic Zone of a country has been accepted. This zone of a country extends to 200 miles in the sea from the coastlines of a littoral state, and the country concerned has the sole right to exploit the economic resources of the area.

It has been calculated that India's zone, about 2 million square kilometres, is rich in mineral resources. One square mile of seabed in India's continental shelf is likely to contain about 30,000 tonnes of manganese, 2,600 tonnes of aluminium, 2,300 tonnes of cadmium, 1,700 tonnes of iron, 400 tonnes of cobalt, 1,200 tonnes of nickel and 650 tonnes of copper. In addition, there are about 220 million tonnes of oil in off-shore reserves and 130,000 million cubic metres of gas.

According to estimates, there are about 15 million tonnes of fish within 30 miles of the Indian coastlines. The total catch a year is about 2.5 million tonnes, of which India's share is only a little over 1 million tonnes. Naval officers say trawlers from other countries, catch large quantities of fish in the Indian waters. Most affected are areas off the Sandheads and Paradeep, where prawn and lobsters are available in plenty. Prawn fetch high prices in the International markets. The officials say most of the trawlers are from Taiwan, Burma and Indonesia.

According to the officials, foreign trawlers carry big "factory ships". They fish in small boats and deposit the catches with the such ships, which have refrigeration facilities. The Navy is handicapped by the lack of clear orders from the Centre as to how to deal with the poachers. In order to avoid international complications they are not allowed to open fire and arrest poachers. The maximum that the Navy can do is to destroy the plants on board the factory ships and other fishing equipment of the poachers.

The Navy is also handicapped by the lack of an adequate number of ships to deal with the illegal fishing. Besides poaching, there is also the problem of defending India's off-shore installations, the investment in which exceeds Rs 2,000 crores. It is felt that the investment will grow more than ten-fold during the next decade. About 22,000 non-mechanized craft, 13,000 small mechanized craft and 350 deep-sea trawlers ply in Indian waters.

### Tension

Apart from protection of economic interests, the Navy also has its duty of defending the coastlines in a war. The presence of naval task forces of both the USA and the USSR has heightened tension in the Indian Ocean. Senior officials, however, point out that the activities of the super Powers have no practical relevance to India's defence preparedness for, in the unforeseeable future, India will not be in a position to counter an attack from any of these two Powers.

The strength of the Indian Navy, they say, should be judged in relation to the naval strength of its neighbours. It is felt here that Indian Navy is sufficiently strong vis-a-vis Pakistan, but the fact that Pakistan is expanding its Navy and arming it with more sophisticated weapons should be taken into account. Pakistan, for example, is trying to procure additional submarines of a modern type; but, their Achilles' heel is said to be the lack of enough repair facilities.

The Eastern Naval Fleet, stationed at Visakhapatnam, is mainly armed with anti-submarine ships and landing craft. The anti-submarine ships are equipped for both anti-submarine and anti-aircraft operations. The landing craft run on to beaches to land troops, and tanks. Despite the fact that landing craft had been used extensively for offensive operations during World War II, officials say that the Indian landing craft have a basically defensive role. These are important to defend the island territories of India, such as the Andamans and Nicobar, in case the islands are subject to enemy attack. Besides, Visakhapatnam is also the main base for the submarines of the Indian Navy.

Naval officials stress the need to induct more warships of small size in the fleet. They point out that the techniques of warfare has changed and large vessels such as battleships and cruisers, are becoming outdated. Smaller ships have greater manoeuvrability. Besides, large ships are better targets for the enemy and once they are hit and sunk the loss is heavy. The importance of missile boats and frigates is being increasingly appreciated all over the world. It is said that the programme of India's naval build-up takes account of these factors, but relatively larger ships, such as destroyers, are also being procured.

A programme for expansion of the Navy is, however, incomplete without the simultaneous expansion of repair facilities for ships and the availability of spares. For this, the sprawling naval dockyard complex here is being expanded. An additional Rs 50 crores will be invested during the next five years for its expansion. About Rs 200 crores have already been invested in the dockyard, of which facilities worth Rs 30 crores have been completed but have not yet been commissioned.

The expansion programmes include the construction of the second dry dock. One dry dock is already fully operational. Construction of the second one may take another couple of years. It will cost about Rs 15 crores. At present, the dockyard has



only repair facilities for ships. But an area has been earmarked for a shipbuilding complex and repair facilities for new classes of ships. At the moment, however, there is no plan for construction of new ships in the yard.

Nearly 70% of the repair of a ship procured from abroad can be done at the dockyard. Adequate spares are purchased when such ships are bought. The dockyard has extensive facilities for repair of submarines, but the construction of an indigenous submarine is not on the cards at the moment.

In view of the strategic importance of the Andaman group of islands, a full-fledged naval complex complete with logistic support and ancillary units has been set up there. The naval facilities at Calcutta, Madras and Paradeep are also being expanded.

Visakhapatnam, which is the headquarters of the Eastern Naval Command, has a Naval Science and Technological Laboratory to carry out research in ship designing and weapons. The importance of research in modern warfare, it is said, is growing and one has to be one step ahead of the enemy in technology. Weapons can be procured from abroad, but latest technological development in defence matters are never divulged by any country.

The laboratory is now engaged in the development of "a new generation of under-water weapons for the Navy," and improvement in torpedoes. It is also carrying out experiments on the effects of underwater explosion on a ship's hull with the help of live models. The results of such experiments are important for constructing the hull of a ship. Special care is taken to design the hull of a submarine so that it can withstand greater pressure of water. Much of the research has civilian uses as well. For, example the results of the effect of explosion structure on and machines have been used in the construction of the atomic power plants at Tarapur and Kalpakkam.

CSO: 5200

## THAILAND

### EDITORIAL: 200-MILE LIMIT HURTS THAI FISHERMEN

Bangkok TAWAN SIAM in Thai 14 Dec 80 p 2

[Editorial: "The Fishermen Have Problems"]

[Text] It can be said that fishing is an important occupation in the country because, besides the fact that the fishermen "produce" enough seafood for the people in the country, a part of the catch is used as export goods that earn a large amount of foreign currency for the country.

Normally, fishermen encounter various problems and obstacles and they must constantly take risks. Nevertheless, Thai fishermen have fought and struggled to help themselves to the point where Thailand has been recognized as the 10th largest fishing country in the world. But at the same time, it seems that the fishermen have received very little attention from the government.

A problem that the fishermen are encountering now and one that is so serious that some fishermen have had to give up the profession is the problem of production capital, or high costs. In particular, the important factor is fuel oil. At the same time, the price of fish, for example "pla pet" which accounts for 60 percent of the fish caught, is very low. And there is also the fishing grounds problem. Ever since various countries announced the extension of economic territorial waters to 200 miles, the size of Thailand's important fishing grounds has been reduced. At present, more than 40 percent of the fishing boats have in effect been forced to cease fishing operations.

For these reasons, we feel that the government should give serious attention to this problem before it is too late. The first thing that the fishermen want the government to do is to help them purchase fuel oil at a special price in order to reduce production costs, which amounts to helping one segment of the population be able to continue working. This is equivalent to maintaining the amount of marine products exported or to maintaining the income of the country. Another factor includes making an effort to discuss



things and reach an agreement with foreign countries concerning joint fishing investments so that the fishermen have adequate fishing grounds. [The government] must also help look after things so that the fishermen are safe from being arrested by neighboring countries.

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CSO: 5200

## 'NOMINAL' FINE OF \$500 IMPOSED FOR HARBOR OIL SPILL

Hamilton THE ROYAL GAZETTE in English 8 Jan 81 pp 1, 2

(Text)

A "nominal" fine of \$500 was imposed yesterday on the Master of a ship which discharged oil into St. George's Harbour on January 2.

Senior Magistrate the Wv. Richard Hector said that the maximum penalty was a \$50,000 fine.

But he added: "I feel in this case a nominal penalty is all I should impose."

Hamsah Bis Ismail, Master of the M.V. Kimsford, admitted that his ship discharged the oil.

Mr. Andrejs Berzins, prosecuting, said it was ascertained that oil spilled into the water while the ship was bilge pumping. The Master and crew were cooperative and agreed to clean up the oil at their own expense.

A report revealed that five to ten gallons of oil had been spilled.

Mr. Alan Dunch, defending, said the 14,000 ton bulk carrier had never before been in Bermuda waters.

He told Mr. Hector: "I am sure that after today you hope it never is again."

The ship, which was carrying phosphate, was on its way to France from Florida when it developed engine trouble. Because repairs could not be made on board and the

weather was bad, it was decided to use Bermuda as a port of refuge.

Mr. Dunch said repairs started while the ship was at Penno's Wharf and, because the ship was in danger, half a ton to a ton of water had to be discharged. The Master mounted a watch to try to ensure that no oil escaped.

Mr. Dunch submitted that five to ten gallons of oil was negligible when considering the amount of water pumped out.

There was a "potential defence" to the charge, he said, but the ship was left with no alternative but to accept responsibility.

The Master did not act carelessly, and no environmental damage had been caused.

Mr. Dunch said he could not help but feel that the Act was designed to cover more serious situations.

Mr. Hector said the Act was intended to protect Bermuda's shorelines — "something we have to value because of the nature of the tourist industry".

But he had heard nothing to dispute that the ship's Master took every precaution.

## FISHING INDUSTRY MAKES GREAT STRIDES IN 1980

St. George's FREE WEST INDIAN in English 1 Jan 81 p 17

[Article by Vivian Philbert: "Groundwork Done for Thriving Fishing Industry"]

[Text] The fishing industry has made tremendous strides this year, even though it has not made much money. But the prospects for 1981 look better, according to fisheries coordinator of the fisheries division of the Ministry of Agriculture, Egerton Welsh.

Welsh said that a lot of money and time were devoted to sending samples of processed fish abroad, from which they got very good feedback, and in training fishermen to use the new boats and equipment from Cuba.

Antigua alone, he said, has requested 1,000 pounds of the fish per week.

Other potential markets for Grenada's fish are Trinidad, Barbados, Martinique, Guadeloupe and Curacao.

This year, a fish processing plant was opened at True Blue, canning fish in large quantities for the first time. The plant is capable of handling 25,000 pounds of fish daily, with only 10 staff members.

The salted fish produced by the processing plant has become a favourite with Grenadians, who are demanding more. The samples sent abroad were well received. Everybody seems to like Grenadian saltfish.

There are some 1,800 fishermen in Grenada, producing more than seven million pounds of fish yearly, according to figures released by the Ministry of Agriculture, Lands and Fisheries. About 40-50 per cent of the people dealing in fish in Grenada are boat-owners earning incomes in the middle strata of the working population.

On a good day, fishermen may catch as much as 200 pounds per boat, but the average daily catch is 125 pounds.

The PRG is aiming to create a partly mechanised state sector in the fishing industry to operate alongside the existing private sector, which is to be improved.

To update fishing techniques, the PRG has set up a fishing school in True Blue to train young fishermen in modern fishing techniques. The course lasts three months and so far 15 young fishermen have graduated.

Welsh said the graduates will be working on the new fishing vessels and others would be encouraged to form cooperatives.

A new fish market was also opened at Gouyave. It is equipped with refrigerators and other modern facilities and has booths to facilitate fish selling by any number of vendors.

The Ministry has also been carrying out a number of surveys this year to discover more about Grenada's fishing potential. In June, a Soviet team discovered huge amounts of shrimp at a depth of about 1,000 metres some 10-20 miles offshore. Three species of fish were discovered and one was identified as being similar to an expensive species found in Angola.

Another survey was done in October by a team of Soviet scientists, who dealt mainly with banks and reef fishing and temperature distribution at various levels.

The result of these surveys gave vital information to the fisheries division to help Grenada better exploit her marine life.

Fish catching in Grenada is divided into three main categories: inshore fishing, ocean and deep-sea fishing, and shell fishing. Inshore fishing provides year-round species such as jacks and round robin, as well as seasonal species such as black fin, tuna, bonita, balahoo, anchovies and sprats.

Deep-sea fishing is done five to 20 miles offshore, from November to July, and provides the king fish, yellow fin tuna, ocean gar, barracuda and dolphin.

Shell fishing is done mostly of reefs and shallows, five to 30 miles of the extreme northern and southern tips of the island. The main catches are the delicious snappers as well as groupers, butter fish, cavalli and red hind.

Together with the two fishing vessels given to Grenada by the Government of Cuba, the PRG purchased a deep-sea fishing vessel, called "Alister," from the United States. "Alister" arrived in March and begun operating in June.

Welsh said that for the coming year, the division will be trying to concentrate its efforts on Carriacou and Petit Martinique because "those fishermen know the sea."

Also a new law of the sea was passed which will give Grenada the right to fish as far as 200 miles off her coasts.

One of the problems of the fishing industry, as of most other areas in the economy, is the effect of inflation, which manifests itself in rising fish prices for the people.

Most of the equipment used is imported from capitalist countries which suffer from severe economic crises and spiralling inflation. Production costs are therefore on a constant rise for the local fishermen, hence the increased prices to consumers.

However, most of the ground work for establishing [words illegible] fishing industry was done this year--the young fishermen were helped in modern techniques, the fish processing plant in True Blue has got off the ground, there are now new facilities at Gouyave, and modern fishing vessels.

The PRG might now be able to fulfill its hope of having 10 times more fish caught in Grenadian waters next year.

CSO: 5200

## GUYANA

### BRIEFS

**RESEARCH TRAWLER**--Georgetown, Guyana, Monday, (CANA)--The Guyana Government has launched a 49-foot wooden trawler to carry out marine research and to tap grounds where light fishing is done. The \$200 000 (US \$78 430) boat, Arawana, was the first of the kind to be constructed by the Guyana National Engineering Corporation (GNEC). It will be used by the Agriculture Ministry for research and for exploiting fishing grounds that are almost unworked, Guyana's principal fisheries officer, Rueben Charles said. Between Guyana's small fishermen, who work close to the coast, and deep sea operators involved mainly in the shrimp business, there was a hardly-touched expanse rich in deep-sea fish and a small variety of shrimp, he noted. [Text] [Bridgetown ADVOCATE-NEWS in English 30 Dec 80 p 10]

CSO: 5200

## OFFSHORE OIL SEARCH TO BEGIN THIS YEAR IN PEDRO BANK

Kingston THE SUNDAY GLEANER in English 4 Jan 81 pp 1, 2

[Text] With the completion of the detailed geophysical survey on the Pedro Bank offshore Jamaica last week, and the recent approval of a \$23.5 million oil exploration loan by the Inter-American Development Bank (IDB) late December, everything is now in place for Jamaica's oil search to begin in earnest.

According to a spokesman of the Petroleum Corporation of Jamaica, the drilling of deep exploratory holes will begin in western, northern and eastern sections of Jamaica in May. Last Friday the Glorita Tide of the Compagnie Generale de Geophysique left after collecting over 1,000 line kilometre of data on the Pedro Bank which will be processed in time for drilling to start on the Bank in the second half of this year.

It is understood that of the five blocks into which the Pedro Bank has been divided for exploration, Union Texas of Houston, U.S.A., in collaboration with AGIP of Italy, have bought rights to three blocks. It was for this consortium that the French Geophysical Company carried out a survey of the Bank.

The IDB has provided financing for the conduct of a seven-well drilling programme. Three wells will be drilled in the first instance and if the results are encouraging another four will be drilled. The loan is for 35 years at 2 per cent with no repayment for 8-1/2 years. However, if oil is found the interest rate will be increased to 8 per cent.

Offshore drilling will be in comparatively shallow water about 100 feet in depth. The Union Texas--AGIP consortium--will work three of the five blocks on a profit sharing contract and are committed to drill at least one well which is likely to be in block C, not later than in the second half of 1981.

In the production sharing arrangement the companies will take the risk, and if oil is found Government, through the Petroleum Corporation of Jamaica, will obtain a share of the product. Government will also receive 12-1/2 percent royalty on production as well as income tax both from the companies and the Petroleum Corporation of Jamaica. If oil is found on shore, it will take some three years to develop and four to five years if found offshore. However, once oil is proven to exist in commercial quantities it becomes an asset which can be negotiated for cash.



ACCELERATED OFFSHORE ACTIVITY PLANNED BY TRINTOC

Port-of-Spain TRINIDAD GUARDIAN in English 24 Dec 80 p 6

[Text] The new year will see State-owned Trintoc getting more involved in offshore activities. The company, which reclaimed 45 acres at its Point Fortin refinery from the Gulf of Paria for expansion projects, will utilise the latest techniques in more enhanced secondary recovery.

This was disclosed by Mr Walton F. James, Managing Director, in his Christmas message, which reads:

"It is with great pleasure that I take this opportunity, once again, to bring Christmas greeting to all members of our Trintoc family in Point Fortin, Port of Spain and Penal.

"The closing days of 1980 and the decade of the '80s are significant ones for all of us, as they pose challenges which we must accept, if we are to maintain the viability of our company.

"We have already seen important developments in the community of Point Fortin, where our major operations are located. This town witnessed, on April 30, 1980, the achievement of borough status.

"We have also seen the reclamation from the sea of some 45 acres of land for siting new facilities, occupation of new office buildings at Penal, and at the refinery and extension of the main office at Point Fortin.

"These developments, like the season, are reasons for joy which comes from growth and development--and for sober reflection as we analyse both our strengths and weaknesses.

Exciting Future

"These are prerequisites in determining where we are going. Trintoc's future is an exciting one.

"We will see the company involved in major offshore activities, utilising more enhanced recovery techniques, computerising data to improve accessibility of information, development of office and housing accommodation, in the interest of the welfare of employees, and most importantly, continuing work on the refinery upgrading, to ensure our long term viability.

### **Greater Demands**

"These projects will mean greater demands on our human and financial resources in the years ahead. But we are confident that our sacrifices now will result in benefits which will be shared with the wider communities of the Republic of Trinidad and Tobago.

"It is in this context that I thank each and every member of Trintoc for his or her contribution to our success, and take this opportunity to wish you and your families a merry Christmas and a prosperous new year."

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## INDIAN DELEGATION TO DISCUSS EEZ

## Defense Representatives Arrive in Seychelles

Victoria NATION in English 26 Jan 81 pp 1, 2

[Text]

A seven-man delegation from the Republic of India arrived in Seychelles on Saturday for a two-week visit to discuss mainly issues connected with the petrolling of the Exclusive Economic Zone, a field in which India has agreed to help the Republic by putting military training facilities at our country's disposal particularly in naval matters.

The delegation, led by Rear Admiral Sukhmad Jain, consists of representatives of the Air Force, Navy and the Army.

They were met on arrival at Seychelles International Airport by the Minister for Defence, Mr. Ogilvy Ber-louis, Captain Paul Hodoul and other senior officials of the Seychelles people's defence force.

Also present were the Chargé d'Affaires of the Republic of India to Seychelles

Mr. G.S. Bedi as well as other senior officials.

On arrival, Rear Admiral Jain explained that the delegation's visit to the Republic was a follow up to that made by Minister Ber-louis a couple of months back to India and that it was also a sign of the continuation of the cooperation that exists between the two countries.

Amiral Jain said that it was important for coastal states like India and Seychelles to work together to protect their vast expanses of Exclusive Economic Zones.

He said: "India declared its 200 miles Exclusive Economic Zone in 1976 and soon afterwards established an efficient coast guard service."

During their stay in the Republic, the delegation will call on the head of state, President René, as well as several government ministers including the Minister for

Defence, Mr. Ogilvy Ber-louis, the Chief of Staff of the defence force and Minister for Education and Information, Mr. James Michel, as well as the Minister for Foreign Affairs, Mr. Jacques Hodoul.

It must be noted that, like Seychelles, India is concerned about the increased militarisation of the Indian Ocean and believes that the region must be a zone of peace free from foreign military powers.

The seven-man delegation is expected to leave the Republic on February 6.

Today, Monday, is India's Republic Day and it will be celebrated by unfurling the national flag at 12 noon at the High Commission of India at Oceangate House.

The public is cordially invited to participate in the function.

Visit Continues

Victoria NATION in English 29 Jan 81 p 2

[Text]

A BUSY programme of talks and visits is now going ahead for the Indian delegation currently in Seychelles, led by Rear Admiral Sukhmad Jain.

The delegation, whose two-week visit is mainly concerned with the possibility of co-operating in the patrolling of Seychelles' Exclusive Economic Zone, have already called on the Defence Minister, Mr. Ogilvy Berlouis, and inspected naval units.

Yesterday the Indian party visited the army unit at Pointe Larue, accompanied by the Chief of Staff of the Defence Forces, Mr. James Michel.

They were received by the unit's Commanding Officer, Major Philip Lucas, and held

discussions with him and other officers.

Today the delegation will visit the military unit at Union Vale before leaving tomorrow to spend the weekend on Praslin.

Next Monday President René will receive the delegation at State House after it has called on the Foreign Affairs Minister, Mr. Jacques Hodoul.

The Indians are expected to leave the Republic on February 6, but before then, a visit has been arranged to the military training centre on Coetivy and meetings will also be held with the different disciplines of the Seychelles People's Defence Forces.

CSO: 5200

## BILL GIVES MINISTRY POWER TO SEARCH, DETAIN 'NON-INNOCENT' SHIPS

Johannesburg THE CITIZEN in English 28 Jan 81 p 8

[Text]

A BILL, giving the Minister of Transport Affairs powers to detain and search ships regarded as being on "non-innocent passage" through South Africa's territorial waters, was published yesterday.

The Marine Traffic Bill, once enacted, would also make it illegal to stop or anchor any ship which is out of commission, without a means of propulsion, or temporarily out of employment, in South African waters.

The Bill provides that "every ship, submarine and other underwater vessel (other than any foreign ship, submarine or underwater vessel not used from commercial purposes) shall enjoy the right of innocent passage through the territorial waters."

Passage would be deemed to be non-innocent when ships carried narcotic drugs or had aboard cargo, appliances, apparatus or persons which the Minister was of the opinion constituted a threat to the sovereignty, territorial integrity or political independence of the Republic.

Once the Minister deemed or believed the passage of a ship to be non-innocent, he will be empowered to order the master of such a ship to:

Stop or anchor the ship,

declare the ship's name, official number, flag, type, gross tonnage, destination and cargo, move the ship to a place specified by the Minister, produce for inspection by an authorised person all papers or documents relative to the ship and its cargo and allow him to make copies, to allow authorised persons to board and inspect the ship, its cargo and equipment, and — to deliver any person to an official authorised with powers of arrest, in order that he be dealt with according to law.

**Powers**

The Bill further provides the Minister with powers to use "such force as may be necessary" to ensure that the master of a ship carries out any required action. It also gives the Minister the right to seize the ship, its cargo, or any part of it while providing for fines of up to R10 000 and imprisonment of two years for contraventions under the new act including refusal of a ship's master to comply with any of the Minister's instructions.

The Bill's provisions will not apply to non-commercial ships of the SA Government or any other ship exempted from any of the provisions by regulation of the Minister.

# FISHERMEN ORDERED OUT OF ZIMBABWEAN WATERS

Lusaka ZAMBIA DAILY MAIL in English 23 Jan 81 p 5

[Text]

SOUTHERN Province Member of the Central Committee, Mr Mungoni Liso has ordered fishermen living on islands of Lake Kariba to leave immediately because they are violating Zimbabwe territorial waters.

The MCC said reports reaching him were that many Zambians were being arrested by Zimbabwean authorities because of ignoring territorial laws.

Addressing villagers at Kanchindu yesterday, Mr Liso warned that anyone who refused his order will be regarded as an enemy of the country.

The MCC said he could not understand why Zambian fishermen were operating from the Zimbabwean side when there was plenty of fish in their own waters.

He recalled that during the liberation war, Zambian fishermen were being used by rebel soldiers, adding that he was not going to tolerate acts of a few disgruntled people between

the two countries.

In May last year, 27 Zambian fishermen were arrested by Zimbabwean soldiers in Chirundu for allegedly fishing in Zimbabwean waters in the Zambezi River.

The fishermen were caught by a group of 24 heavily armed soldiers in 12 speed boats while casting their nets and others drying their fish on a small island in the middle of the river.

After rounding up the fishermen, the soldiers set fire to the firewood brought on the island for drying fish.

Four days later, 17 of the fishermen were jailed by a Karoi magistrate in Zimbabwe after they had admitted fishing illegally on the Zimbabwean side of the river.

Meanwhile, the MCC has called on miners at Masamba Coal Mine to refrain from strike action and be vigilant against economic sabotage by the expelled trade union leaders.

BRIEFS

EEC APPROVES ACCORD WITH NORWAY--Brussels, 28 Jan--EEC approval of the quota agreement with Norway was the most positive thing to emerge from the EEC council meeting which ended in Brussels on Tuesday night [27 January]. The parties also cut through bureaucratic licensing regulations which could have delayed the resumption of reciprocal fishing for several weeks. Fishing can now be resumed at 12 noon on 29 January. After Norway delivered a note on the matter to the EEC on Wednesday afternoon [28 January], the EEC nations' permanent ambassadors resolved that the licensing regulations would not be allowed to obstruct fishing. Thus the agreement with Norway will be able to come into force, but the agreement with Canada was not even approved by the EEC council, which would indicate continued bitter conflicts before the community fixes its fisheries policy later this year. [Excerpt] [Per Nordrum report: "Continued Bitter Conflict Over EEC Fishing Quotas"] [LDO21627 Oslo AFTENPOSTEN in Norwegian 29 Jan 81 p 8]

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PORTUGAL

BRIEFS

PORTUGAL, SPAIN FISHING QUOTA TALKS--Two-day talks began this morning, in Lisbon, between Spanish and Portuguese government delegations, in a bid to see whether the two countries could reach agreement on the number of fishing quotas they are willing to grant each other under a revised fisheries agreement between the Iberian neighbors. The 1980 fisheries agreement was twice extended very recently and will finally expire on 28 February. Previous talks on the revision of the 1980 agreement ended in deadlock on the number of fishing quotas. [LD291734 Lisbon Domestic Service in Portuguese 1300 GMT 29 Jan 81]

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25 Feb. 1981



